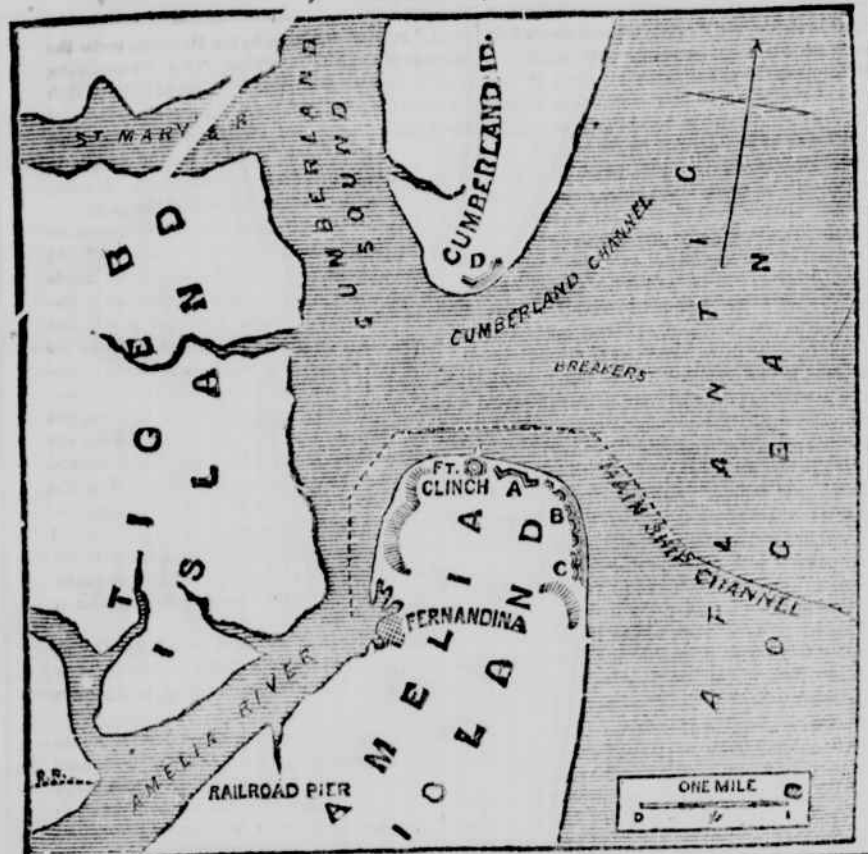


FERNANDINA, FLORIDA, AND VICINITY.



OCCUPATION OF FERNANDINA. IMPORTANT FROM NEW-MEXICO.

DESCRIPTION OF THE POSITION. A DESPERATE BATTLE.

GREAT LOSS ON BOTH SIDES. BOTH SIDES CLAIM VICTORY.

The Norfolk Day Book of the 7th inst. makes the following announcement:

"A dispatch received here yesterday states that the enemy had landed on Cumberland Island and sent forward a detachment to occupy the town of Fernandina. Most of the citizens abandoned the place some weeks ago, and the military was withdrawn from Amelia Island (on which Fernandina is situated) about ten days since; consequently no resistance was offered."

The following is a description of Fernandina:

Fernandina is on Amelia Island, which forms a part of Nassau County, Florida. The island is sixteen miles in length by four in breadth, about the size of Staten Island, and is separated from the mainland by a strait from two to four miles wide. The northern and eastern sides of the island are bordered by rows of sand hills, thrown confusedly together, and backed by a thick forest of pine, palmetto, oak and undergrowth. Immediately behind this is a narrow strip of marsh, running inland some miles, south and west of which the country rises into rolling hills, in some places cleared for cultivation, and in others covered with woods. Upon one of the most prominent of these hills Amelia light is situated. Very little cultivation is now carried on upon these cleared spots.

On the western side of the island, on the shore of Amelia River, is the channel between the island and the mainland is called, stands the village of Fernandina, or New-Fernandina, as it is called, to distinguish it from Old Fernandina, a decayed Spanish settlement a little to the northward of the new town. Opposite Fernandina, on the other side of Amelia River, is Tiger Island, between which and Amelia Island is the harbor, which is one of the best and safest on the coast, though the draft of water is not equal to that of Beaufort or Brunswick.

Nassau County, of which Amelia Island forms an important part, had in 1850 a population of 2,164, of whom 1,077 were slaves. Its productions in that year were 404,305 pounds of rice, 29,812 bushels of Indian corn, 279 bales of cotton, and 44 hogheads of sugar.

Fernandina commands the mouth of St. Mary's River, which is accessible to vessels drawing 17 or 18 feet of water. It is also the eastern terminus of an important railroad 150 miles in length, running across the peninsula of Florida to Cedar Keys on the Gulf. The possession of this railroad by the United States would greatly facilitate and shorten the transport of reinforcements, supplies and intelligence to our fleets and garrisons in the Gulf of Mexico.

IMPORTANT FROM THE LOWER POTOMAC. CAPTURE OF COCKPIT POINT.

Precipitate Flight of the Rebel Troops.

They Destroy the Rebel Steamer Page and Other Craft.

WASHINGTON, March 9, 1862.

The Stars and Stripes were over Cockpit Point. About 2 p. m. to-day the Rebels commenced to fire their tents and other property difficult of removal. They also burned the steamer Page, and all the other craft in the creek.

Our gunboats opened fire on the Cockpit Point battery about 3 o'clock p. m., and at 4 landed and ran up the glorious old flag.

Gen. Hooker reports that all the enemy's batteries in front of his line are entirely abandoned, and their guns spiked. Some of the guns of which we have taken possession appear to be valuable pieces. This is virtually opening the Potomac, and raising the so-called blockade.

The above dispatch is dated Budd's Ferry.

ARMY AND NAVY.

The recruiting returns for last week show that 15 men were enlisted in this city for general service and for the 5th Artillery and 8th and 12th Infantry.

A detachment of recruits enlisted in Rochester arrived on Saturday, and were transferred to Governor's Island to be drilled for general service.

There are now 120 prisoners in Fort Lafayette, who are guarded by Company C of the general service, assisted by 20 men belonging to the 8th Infantry, in all about 100 men, under the immediate command of Lieut. Charles O. Wood, 9th Infantry.

The United States steamer Connecticut will sail to-day. The following officers, who have been ordered to different vessels on the blockading squadrons, go out as passengers:

Capt. G. McCauley and Lieut. Loring, Pope, and Powell of the Marine Corps; Acting Assistant Surgeon Randle, Hammett, and Blount; Lieut. J. C. Williamson, and W. H. Wood, Paymaster; Acting First Assistant Engineer John A. Zepher; Acting Master's Mate W. H. Hays; James D. Baxter, E. M. King, J. R. Hamilton, John Baker, S. Curtis, E. A. Johnson, P. A. Grove, L. A. Brown, H. S. Draper, R. L. Kelly, and W. M. Steward.

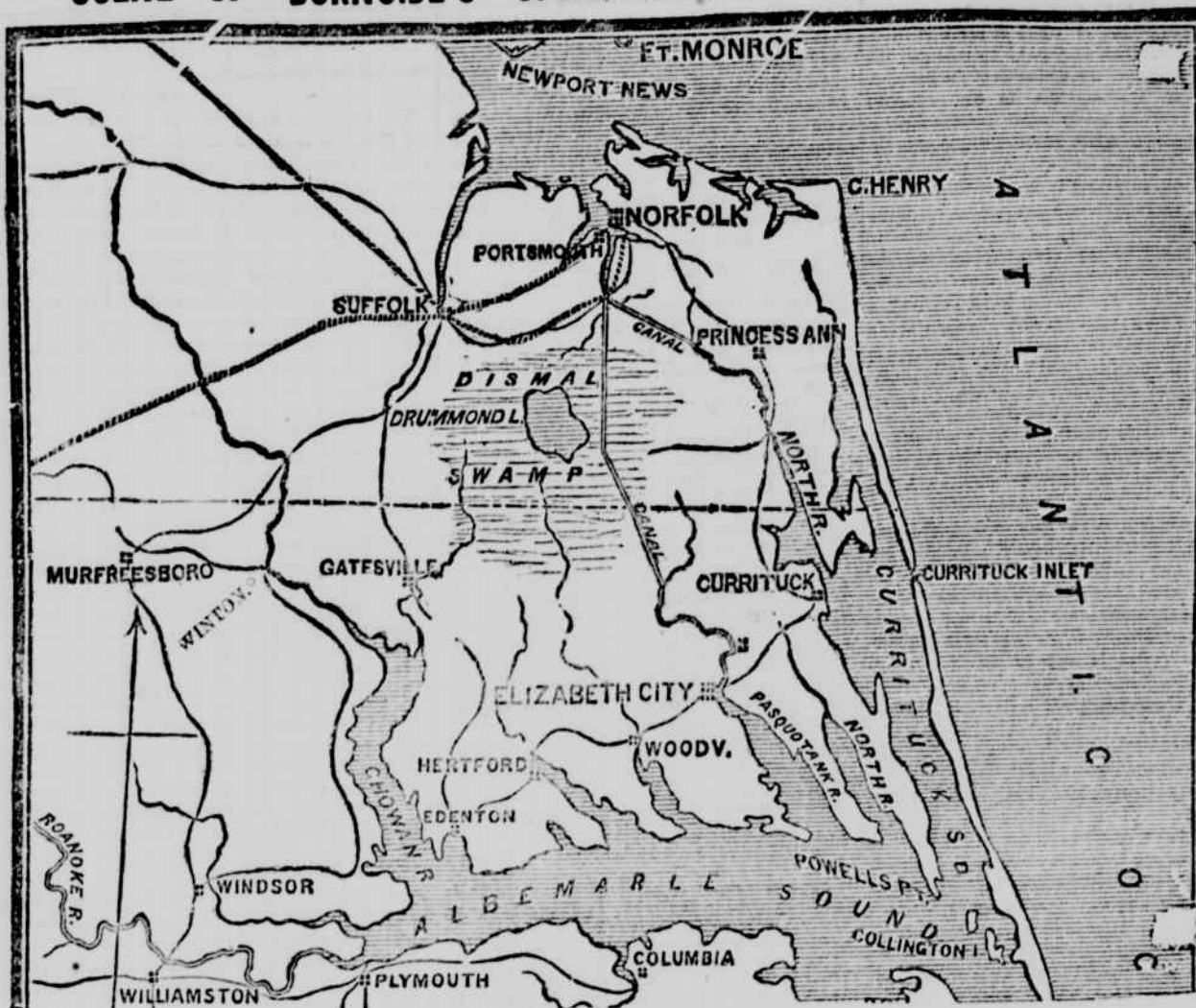
The storeship Relief sailed on Saturday morning, and the storeship Supply will be ready for sea by Wednesday.

A small detachment of marines was sent on board the Connecticut from the Flushing-avenue barracks on Saturday.

Recruiting for the marine corps is rather quiet. But for the order that all men enlisting in the corps should either be citizens or have their first naturalization papers out, recruiting would be very active.

Naval recruiting is very brisk. Two hundred men were shipped here last week.

SCENE OF BURNSIDE'S OPERATIONS IN NORTH CAROLINA.



FROM FORTRESS MONROE

Burnside Advancing to Suffolk.

GREAT EXCITEMENT IN NORFOLK.

Arrest of German Turners in Richmond.

AMERICAN FLAGS FOUND

Cotton and Tobacco to be Destroyed.

Murfreesboro Occupied by Union Forces.

THE REBELS RETREAT TO DECATUR, ALA.

PORTSMOUTH, Friday, March 7.

The steamships Atlantic and Pendulum, from Philadelphia, came into the Roads this morning.

The Pendulum sunk while passing the Light-ship. All hands were saved.

The Swallow, which sailed for Hatteras with stores on Thursday, returned on account of bad weather. She was to sail again on Friday night.

The wind is changing to the north-west.

A flag of truce from Norfolk brought down the commandant of the French steamer. He represents that there is great excitement at Norfolk. The hotels are swarming with officers from the Gulf States. The Virginia troops have all been sent away. The people dread the destruction of the city in case of an attack.

A strong force is concentrating at Suffolk to check Gen. Burnside, who was reported to have occupied Winton, in force, and as moving on to Suffolk.

The reason given by the Rebels for not returning Col. Corcoran is that maps and drawings have been found concealed upon his person.

No further communication has been received as to the release of the Union prisoners at Richmond.

The Richmond papers of Friday contain no military news except the arrest of a number of Union men, principally Germans.

A detective officer broke into the room of the German Turners, and found two American flags, with a painting on the wall of the Goddess of Liberty holding the Union colors and a shield, and with the words underneath, "Hats Off." The painting and flags were seized and confiscated.

The House of Representatives have passed a resolution by a vote of 71 to 11, recommending and directing military commanders to destroy all cotton and tobacco that is in any danger of falling into the hands of the enemy.

A resolution was also adopted asking the President to inform the House what foreign vessels of war are doing in Hampton Roads.

The Richmond Dispatch says that a vessel drawing sixteen feet of water recently passed out of Charleston Harbor.

Charles Palmer, arrested for disloyalty a few days since at Richmond, has been discharged.

Specie is quoted at Richmond at 40 to 50 per cent premium.

A dispatch from Atlanta, Ga., says that the Union troops have possession of Murfreesboro, and that Gen. Albert Sydney Johnston has retreated to Decatur, Ala.

The Rev. David Wilmore, late of Philadelphia, was consecrated on Thursday, at Richmond, as Bishop of Alabama.

Bishop Andrews has postponed indefinitely the General Conference of the Methodist Episcopal Church South, which was to meet at New-Orleans on the 1st of April.

The steamer Merrimack was lying near the Navy-Yard yesterday morning with her flags flying and a crew on board. She draws twenty-three feet of water, and was described to me as looking like the roof of a sunken house, with a smoke-stack protruding from the water.

THE STEVENS BATTERY.

MR. STEVENS'S MEMORIAL TO CONGRESS.

MEMORIALS SUBMITTED BY THE BOARD OF EXAMINERS—RESULTS OF EXPERIMENTS AND OPINIONS OF EXPERTS, DISPROVING THE OBJECTIONS OF THE MAJORITY.

The following is an abstract of an elaborate paper submitted, and presented to Congress:

The Board lately appointed to examine the Stevens Battery, unanimously admit that the parts of the vessel above water, and intended to be shot-proof, are invulnerable; that the speed will be seventeen knots, or nearly twenty miles an hour, even at the reduced steam pressure of twenty-five pounds; that the weight and efficiency of broadside, and also the capability of rapid maneuvering, are unprecedented; that all the guns can fire in any direction; that all the eight engines can be managed by two men; that the engine and other framing gives the central por-

tion of the vessel great strength, and that the general objects aimed at are highly important; beside which, various matters of detail are approved.

After which the majority of the Board have an opinion, upon certain objections which they enumerate, that it is not expedient to finish the vessel "on the plans proposed;" and since they have described and criticized the vessel in detail, it is fairly assumed that there are no other objections.

The minority report of Professor Henry is entirely favorable.

Since the objections the majority were wholly of an engineering character, and the only engineering experts on the Board—Professor Henry and Mr. Sturges—were equally divided in opinion upon them, and since the three sea-officers of the Board acknowledged that they were not experts on these subjects, by asking that a naval constructor might be put on the Board, it follows that there is no majority report of experts against any feature of this vessel.

The only objection of the majority deemed material by Prof. Henry is, that the ship is not strong enough to go to sea. This objection is answered by the certificate of Messrs. Harlan & Hollingsworth of Wilmington, Delaware, and Messrs. Neale, Levy & Co. of Philadelphia, who have built about two-thirds of the iron ships which this country has produced, that they have carefully examined the Battery, and find it strong enough to safely stand any weather at sea. This opinion is endorsed by the certificates of Mr. Erasmus W. Smith of New York, Constructing Engineer of several steamship lines; of Mr. Miers Corryell, Chief Engineer of the Morgan Iron Works, New York, and of other eminent engineers, shipbuilders and shipowners. Again, an approved mathematical comparison, proves the battery as strong as the iron steamers Australasian and Great Eastern. The elements of full and complete safety are thus fully and clearly set forth.

The objection that the light upper deck would be "demolished" by firing over it, is refuted by the fact that a fac-simile of the deck of the Battery, similarly situated and fired over, in a public experiment, was not even strained, or started perceptibly, as witnessed and acknowledged by two members of the Board.

Five days before the date of their report, Mr. Stevens urged the Board to witness this and other experiments, but they declined to wait and see the fact, and declared that every artillerist knew that the deck would be demolished.

The objection that the sides of the vessel cannot carry the armor and other weight, is refuted by the fact, certified by Mr. E. W. Smith before mentioned, that a section of the side of the vessel itself, cut loose from the adjacent parts, unsupported by the extra bracing designed to be put in, and loaded with above twice the weight it would have to carry, did not perceptibly yield, as tested by gauges.

The objection that the boilers can safely carry but twenty-five pounds of steam pressure, is refuted by the certificate of the United States Supervising Inspector of boilers, who states that he proved them with sixty-six and two-thirds pounds, which would enable them by law to carry fifty pounds.

The objection that the pumps for removing the water used to settle the vessel from the coal-bunkers, bilge, &c., would choke with fine coal and debris, is disproved by the certificates of engineers who have employed the centrifugal pump referred to, above six years, for raising water from coal vessels; and by the sworn certificates of other engineers, that these pumps, as used for wrecking purposes, discharge shells, gravel, &c., and often seventy-five per cent of sand.

The objection that the vessel would sink if the shot-proof deck were and the casemate was flooded, is answered by the fact that the buoyancy of the shot-proof parts above water more than balances the loss of buoyancy by flooding the deck and the casemate; and would settle but 14 1/2 inches. Or, by pumping an equivalent amount of water out of the tanks, or by settling the vessel a little less in the first place, all which is optional, the condition of things as specified in the report could not occur at all.

The objection that the engine couplings being rigid, the shafts would cramp and heat, is answered by the statement of Mr. E. W. Smith, and of Mr. Miers Corryell, who built the machine engines, that the couplings are not rigid, but sufficiently flexible.

The two or three other objections to matters of detail are comparatively unimportant, and are completely disproved.

Mr. Stevens attributes the objections to misconceptions on the part of the Board, which he could have removed if the Board had expressed any doubts while he was before them. Instead of which, they omitted to witness the costly experiments he had prepared to prove the correctness of his views.

Mr. Stevens then answers an expression of the Board, which might be understood to intimate that his plan of inclosed armor is a European invention, and covered by English patents of 1858 and 1859, by stating that he experimented on inclosed armor during the war of 1812; and he republishes a letter from himself and brothers to a Board of Army and Navy officers, dated Aug. 13, 1841, in which they advocate this and most of the other improvements in modern war vessels.

He then states that keeping these plans and results secret for the benefit of his country was done at great sacrifice of personal considerations.

He follows the statement of Col. Delahed (now in charge of the defenses of New-York), presumed to represent the views of military engineers generally, that the objects aimed at in this vessel are highly important and can be successfully accomplished.

The memorial concludes with the statement that the Government already has an interest of half a million dollars in the Battery, and that its whole cost will be less than half that of the European inclosed vessels, which, according to the report of the Board, are far inferior, as to protection, speed, and efficiency of broadside; that the time required to build a vessel of equal dimensions and power would be eighteen months to two years, while the Battery can be finished in about four months; that the smaller tonnage vessels now ordered, however valuable for special purposes, cannot compete with such fast and heavy vessels as the Warrior, nor keep them out of our harbors; that all the great features of the Battery are generally approved, and that no objections have been raised that can be substantiated.

In an appendix there are presented illustrations and a description of the vessel, a full statement of her fighting qualities, and the results of elaborate experiments, as noted by Mr. Stevens, and by Mr.

A. W. Craven, Chief Engineer Croton Aqueduct Department, on firing the heaviest ordnance at a target representing the armor of the battery; on the rapid loading of heavy guns by steam, and stopping their recoil by india-rubber; and on settling a vessel into the water for better protection, and rapidly turning her on her center by two screw propellers.

The appendix concludes with the majority and minority reports of the Board of Examiners.

NEWS FROM THE SOUTH.

A UNION MAN PUT IN IRONS.

A SKIRMISH NEAR NEW-MADRID.

GEN. A. S. JOHNSTON FALLING BACK.

THE SACRIFICE OF COTTON AND TOBACCO.

The Rebel Defeats in Tennessee.

We have received Richmond and Norfolk papers of the 5th, 6th, and 7th inst., from which we make the following extracts:

FROM TENNESSEE.

MEMPHIS, March 3, 1862.

Jonas Leillette, who furnished the Union flag to the Unionists at Fayetteville, Ark., and who pointed out the leading Secessionists and their property in that place, has been arrested by our troops, and was brought to Van Buren in irons on Friday last.

Late advices from Clarksville state that it will be a week before there will be a fight at Boston Mountain.

The latest advices from New-Madrid represent that the Union army, 20,000 strong, is within two days' march of that point. A skirmish occurred on Saturday with the advanced Union guard of over 1,000 cavalry, and about 200 from Jeff. Thompson. The small force under Thompson was driven in. The Union loss was 25.

The Confederates are in large force at New-Madrid, and they expect to whip the Unionists there.

The latest advices from Nashville represent that only three Union flags are flying in that city. The Lincoln soldiers are surprised and chagrined on account of the little sympathy exhibited by the people.

Capt. Morgan captured ninety of the Unionists on Thursday night, and every night Union pickets are either killed or captured. The Union pickets now extend their operations to Franklin, 20 miles south of Nashville.

A skirmish occurred at a locality called Savannah, near Eastport, on Friday last, in which 18 Unionists, who had landed from their gunboats, were killed. Four were killed on our side.

Gen. A. S. Johnston is falling back at a convenient point, so as to be in supporting distance of the Charleston and Memphis Railroad.

A battle is expected to take place at Boston Mountain at a very early day.

March 4.—The latest intelligence received from Nashville states that the Union troops in that city are conducting themselves with marked propriety. All the Confederate soldiers on furlough have been arrested. A company belonging to Col. Hatter's regiment was arrested on Thursday, while crossing the river and making their way home. The company consisted of forty men.

The Union flags were flying—ones on the Capitol and the other on the Court-House.

A very few of the stores are open, and no arrests of private persons have been made.

Re-enforcements are rapidly coming forward for the defense of the Mississippi Valley.

We have reports from New-Madrid up to Saturday. The Union army was then stated to be thirty miles off, and advancing. Their advance guard was within five miles of New-Madrid. No fighting had occurred up to Saturday.

The army under General A. Sidney Johnston is falling back from Murfreesboro and Columbia, Tenn., to Decatur, Ala., as we intimated day before yesterday. We do not look upon this with any degree of alarm or special concern whatever. It is not because we are unable to hold Murfreesboro or many other places between there and Decatur, but of choice, and we predict the fruits of this judicious movement will be manifest to every eye in six weeks, when all will acknowledge and approve it.

If the enemy will only attempt to follow, it is all we ask.

(Atlanta Southern Confederacy.)

A letter received in this city yesterday states that 500 Unionists have been recently captured at Shelbyville, Tenn., by the Confederates. The Unionists had gone there to seize a lot of Government stores, when the tables were turned upon them, and they were seized. [Augusta (Ga.) Constitutionalist, 3d.]

We have received Memphis papers as late as March 1, which make no mention of the evacuation of Columbus, reported from Northern Mississippi.

The Unionists state that the Unionists had arrested about fifty prominent Southern men as prisoners, the object being to intimidate and strike terror among Southern sympathizers. Buell and Foote had formed a junction, having nineteen gunboats and some fifty thousand men.

The enemy is reported to be in very large force in the vicinity of Cumberland Gap, "the key to East Tennessee," but our increased force at that point, and the late storms of snow and rain, have undoubtedly deprived the Yankees of an opportunity which they would have been glad to have availed themselves of—namely, an invasion in the direction of Knoxville.

Advices from Florence state that the Union gunboats are making frequent visits up the Tennessee River, and are endeavoring by every method to re-

duce the people into sympathy with the Lincoln Government.

The Atlantic has the following from Columbus:

Persons who reached the city by the midnight train state that the Unionists, 50,000 strong, were reported at Millhouse, eight miles above Columbus, on Thursday. They were waiting for reinforcements preparatory to an attack upon Columbus. They propose, it is reported, to move down with an immense army upon the rear of Columbus, to surround it, and thus capture it. All their plans have been projected on the largest scale, and they entertain no doubt about the result.

As to what arrangements are making to receive them it does not become us to speak. We have reason to know that Gen. Polk and Beauregard are aware of the enemy's movements, and are making the best possible disposition of their forces for the emergency.

The reports about the evacuation of Columbus are premature. It has not been evacuated. But, whether it is or not, our readers may rest assured that reinforcements will be sent forward in sufficient numbers to enable our army to make a decisive stand, and to contest every inch of ground.

(Richmond Enquirer, March 4.)

The telegraphic reports in another column confirm the rumor published yesterday regarding the removal of Gen. A. S. Johnston from Murfreesboro to Decatur, Ala. The present position, being on the left bank of the Tennessee, is much more desirable than the previous one, as the enemy will be unable to gain in his rear. The river is navigable to the Muscle Shoals for light draught gunboats, from which a force could be landed. It is necessary, therefore, to take a stand behind this point to prevent being surrounded.

The strength of the Union feeling in Nashville seems to have been greatly over-estimated by the Yankees, and their soldiers express themselves both surprised and chagrined to find so little sympathy among the people. Every Union flag in the city—some two or three in number—have been raised by their own hands. [Richmond Dispatch, Mar. 6.]

CONFEDERATE CONGRESS.

RICHMOND, March 6, 1862.

The House to-day passed a bill authorizing the Commanding General to destroy the cotton, tobacco, and other property liable to fall into the hands of the enemy—Yeas, 72; Nays, 70.

A resolution was passed directing the Judiciary Committee to inquire into the expediency of providing compensation to loyal owners of property destroyed by the military authorities or by the owners themselves, which may prevent its falling into the hands of the enemy.

Mr. Foote gave notice that he would introduce tomorrow a bill providing for the purchase by the Government of all the cotton and tobacco.

The Senate's proceedings to-day unimportant. Bishop Wilmer was to-day consecrated an Episcopal Bishop for the Diocese of Alabama. Interesting ceremonies attended the proceedings.

It is understood in the House that Congress to-day passed a bill authorizing the creation of the office of Commanding General of the Army and Navy.

It is understood that Gen. Price of Missouri was confirmed to-day by the Senate as a Major-General.

THE ENEMY ON SHIP ISLAND.

Sergeant Rice, of one of our batteries on the coast, brought to this city this morning, on the Oregon, three prisoners, who were captured by some of the artillerists, in a yawl, off Mississippi City.

The prisoners were a sergeant and two privates, who represented that they belong to Gen. Butler's body-guard of horse, who came from Boston in the Constitution. They professed to be very sick of Ship Island, and were probably in the act of deserting. They report that there are about 4,000 infantry and 400 or 500 horses on the island, under the command of Gen. Phelps, and that they are waiting for the arrival of Gen. Butler to commence operations. The horses brought to the island had all died, and there was a great deal of distress in the army, the water was so bad that it was impossible to drink, and the food was of a disgusting character, and that great dissatisfaction exists among the men. There are several frigates and gunboats lying off the island.

(N. O. Bee.)

BELLEVUE HOSPITAL MEDICAL COLLEGE.—The First Annual Commencement of the Bellevue Hospital Medical College, will take place at Irving Hall this evening, commencing at 7 o'clock.

[Advertisement.]

VICTORY EVERYWHERE MUST MAKE BURNING BACK, and every man out of employment should know that he can do best and hereafter follow the right path.

A Tribune Almanac for 1862. Price 12 cents. Sold by all news-vendors.

[Advertisement.]

THE TRIBUNE ALMANAC FOR 1862.

This popular Almanac is now ready. 100 copies, 25 pages. Price 12 cents. Sold by all news-vendors.

We can supply back numbers of the Tribune Almanac for 1861. Price 12 cents. Sold by all news-vendors.

[Advertisement.]

DIED.

BRUSH.—At Hoboken, on Sunday, March 9, Mary E. Weeks, wife of James K. Brush, and daughter of the late Valerius Weeks, in the 31st year of age.

The friends and relatives of the family are respectfully invited to attend her funeral on Tuesday afternoon, March 11, at 2 o'clock, from her late residence, No. 23 Union place, Room 32, street, Irving Hall.

[Advertisement.]

Latest Ship News.

ARRIVED.—SUNDAY, March 9.

Steamship Plantagenet (dr., of Liverpool), Beard, Liverpool Feb. 15, 10 a. m. to W. & B. South. From French Cap to Cape Hatteras, passed 10 a. m. Feb. 15, 10 a. m. to W. & B. South. From French Cap to Cape Hatteras, passed 10 a. m. Feb. 15, 10 a. m. to W. & B. South.

Ship Minerva (of Boston), Elias, Buenos Ayres 8 days, 10 a. m. to E. & G. South. We will sail to the northward of 10 a. m. to E. & G. South. We will sail to the northward of 10 a. m. to E. & G. South.

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